

THE SPITTING BIKE. MATTERS OF COURSE. A BIG MAN-OF-WAR.

THE SPITTING BIKE. BY BALLOON POWER.

This Airy Assistant a Powerful Factor in Bicycle Races if the Wind Sets Right.

BALLOONS THAT CAN LIFT MAN AND WHEEL.

Proper Weight Tugs Violently At Its Rope, So a Plan Needs Only Move His Feet—Engineer Sits in Front and Handles the Ropes—Elements of Nautical and Aerial Sport.

(Copyright, 1896.)

A "quad" bicycle appeared in front of Frank's shop today, and a crowd of curious on-lookers gathered about it. Upon it sat four athletic fellows, resting. Their feet worked and they were dressed in sweaters, but any observer could have noticed that they were not doing their level best. They were sending the bicycle along at the rate it was going. No; there was a power behind that wheel or ahead of it that was doing the work, while the boys did the rest.

In front of the boys, vigorous quadruple machine, there floated a balloon at a distance of about ten feet. It was light as air, in fact, filled with air, and its mooring was the front wheel of the bicycle, to which it was pulled with string ropes. The balloon was to go. It was not a patented balloon, just one of the larger of the ordinary varieties, but it was done as well as the steam motors and the electric things that are being placed on bicycles to do the work of legs and feet.

A FLEETING THOUGHT. The practicability of using a balloon for bicycle motor power occurred to a man who was carrying home a bunch of balloons for his children. He had them tied to the front bar of the wheel and started off. There were a dozen or so of the little gauzy pointed things, and as they tugged at their strings the man noticed that he had trouble steering his wheel.

A puncture occurred to him, and then he thought it was chancier to turn, and finally he decided he must be done. The balloon hit the front bar and the machine turned and drifted about in the air. He was in a predicament. Suddenly the balloons shot into his mind. "The wind is east," said he, and I'm trying to go west. The balloons tugged at one side and were carrying me wrong.

Soon he turned a corner and now the balloons were straight ahead of him. And immediately he noticed that the difference in guiding the machine but also the little work he had to do. It seemed to fly along by itself. Even up little hills he went without more exertion than he would need to get up a hill on a bicycle. This was ideal and he "skated" all the way home with his feet easily working the pedals.

This little fact, related to an alert wheelman, had the effect of causing the members experiment a little. One day, when the wind was due south, a party of four good riders mounted a quad, and with a balloon tied in front, started along Grant's Riverside Drive. The balloon actually carried them along, and their hard work was to keep the machine moving slowly enough to keep them out of the clutches of the traffic on the main road. The only damage that came of the experiment was the loss of a small way-side dog that was accustomed to bark at eyes. He ran in the way of the powerful quad and was run down.

The actual weight a balloon would carry along depends upon the day. The wind and the balloon, also upon the machine. As is well known in aerial navigation, a balloon will lift a great weight. Three people can easily ride in a wicker car and carry with them food, cameras, iron, and a host of other things. They will rise as soon as the balloon ropes are cut.

SIZE OF BALLOON. In bicycling the object is not to rise into the air. If a very large balloon were attached to a wheel the wheel would undoubtedly go up, man and all, as soon as the ropes were cut. The proper size of a balloon must be determined by the practical use that can be made of the idea.

The balloon must be large enough—about eight or ten feet in diameter—to give a smart tug at the wheel without being blown into the air. The secret of the balloon bicycle navigation. And this can be ascertained only by experiment. It is said that on a clear, brisk day a balloon can support a rider of the ropes than any other day.

When loosened a balloon of proper size will start frantically upward in the direction of the wind. The balloon is attached to the bicycle. When it finds it cannot rise it will remain upon the end of its rope, tugging frantically, and when the wind is strong it will pull the rider in the wrong direction. And this is speaking of a balloon of ordinary size, say four or five feet in diameter. This is, of course, tiny compared to the size of balloons for aerial navigation. But it is big enough to exert a good deal of power.

The actual use of the balloon as a means of carrying the bicycle along is peculiar. It is either very useful or not useful at all. If the wind happens to be the way you are going, the balloon is an excellent thing as an assistant. If the wind is otherwise, you cannot use your airy friend.

In all kinds of cycle navigation, even in the case of the cycle itself, you must bear in mind the fact that enjoyment is the first consideration. People come to the pleasure of the thing and you blot out cycling. The world moved along without the bicycle wheel, and it can move along without it again. The great question is the fact that it is such grand sport, the greatest and most invigorating pastime in the world.

AMERICAN FIRST UMBRELLA. It made its appearance in Philadelphia in the year 1818. The first man with the courage to carry an umbrella in London was Jonas Hanway, who died there in 1786, and was honored with a monument. What was his courage in carrying an umbrella, but for his philanthropy, he being the founder of the Marine, Education, and Magdalen hospitals, the author of seventy pamphlets, in which he outlined as many benevolent schemes.

He started out with his umbrella about the year 1750, and a year after he died an Englishman advertised "a great assortment of much improved and profitable umbrellas." So that Jonas' last philanthropic enterprise was firmly established in England in 1757. Wherever you see a picture of a Quaker you see a man picture of an umbrella in his hand. The Quakers took up the umbrella, and those who came over after Jonas' time brought umbrellas with them. Philadelphia was the first seat of umbrella manufacture in this country, and it is the chief seat of it now. It is said in the books to have been begun there about the year 1800, but from other authority we learn that the firm of Wright & Fenner was making umbrellas there as early as 1796. That is the oldest name. The great work is that the umbrella is a Quaker institution.

When did the umbrella find its way across the mountains? In 1808 a man came to this town and wrote certain things about it in a book. In that he makes no mention of the skimming of his heels on the hard walk, and of divers and sundry drenchings he got on the way. He came from Philadelphia, and it is very likely that the umbrella was in very general use then, or he would not have ventured such a journey in tempestuous weather without one. Probably at that time one had not been seen more than a day's journey west of Philadelphia, or within the Quaker range. We think the umbrella was naturalized in this town about 1818, which, if we mistake not, was the year that the umbrella was in very general use in Philadelphia that year, and we think we have seen pictures of them, grave, respectable, with thick neckties, stiff hats, and coat collars reaching nearly to the tops of their heads, sitting on the roofs of the stages, holding umbrellas.

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tempts were made, but he would not be reformed. He was finally taken to the State hospital, where he died of cholera on June 26. He was buried in the city cemetery on June 27.

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"Legs?" inquired the half-awake peasant, "what legs?" and then rubbing his eyes, he stared stupidly at his lower limbs. "Drive," said he, "those legs ain't mine. Mine had broken."

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When the surgeons at Gouverneur hospital, to which the injured man was taken, attempted to sew up the wounds they found that they could not thrust the sharp, three-cornered needles through the scalp by ordinary means. The skin was as tough and thick as alligator hide. A blacking brush was secured and by securing the back of it as a mallet the needles were driven through the skin and seventeen stitches were placed in position. During the operation "Skinner" swore volubly, and after it was concluded he started out looking for his assailant. His parents are respectable people, but "Skinner" has been bad for some time.

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It was ascertained that he had taken about thirty grains of chloral, notwithstanding which, at the coroner's inquest, the jury returned a verdict of accidental death.

WHEELED BY A GHOST. Barrow Tracks Which Badly Frightened the Boers.

Burlington News.

About three years ago a wandering cyclist drew a whole district of the Transvaal into a paroxysm of superstition. Traveling by night, his advent would have been unnoticed if two young Boers early abroad in search of stranded bullocks, had not seen a very queer sight. They followed it for miles, being anxious to see "the man who could trundle a wheelbarrow so far without a rest."

"This fellow must be a thief; let us go and tell the landrost (magistrate)," accordingly, the worthy Dutch "beak" was brought to the scene, and he was accompanied by scores of armed Boers. The whole party followed the path taken by our cyclist. Halting at noon, while the horses grazed, the mysterious trail was the object of much scrutiny.

Suddenly a farmer exclaimed: "Look here, landrost, if it was a barrow, where is the 'spoor' of the man who wheeled it?" "My goodness!" exclaimed that official, "I never thought of that." Let us see here is the wheel, right enough; but where is the footprint? It is, it must be—yes, yes; ride, boys, it's a spook (ghost)!" To this day that portion of the road is not traversed by any of the Dutch farmers.

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As Fashion Is Supreme in Women's Dress, Custom Dictates That of a Ship.

(Copyright, 1896.)

That fashion decrees what woman shall wear—everybody knows; but that custom, equally inexorable, prescribes how a ship shall "dress" herself under all circumstances few are aware. Woman "rigs" herself out in silks, satins, velvets, and all the gay concoctions of the loom; but the "dressing" of a United States man-of-war is confined to the colors in Old Glory, for the sailor's deck is out of ships with hunting only, the red, white, and blue. Indeed, dressing one of the modern battleships or cruisers is not nearly so effective as in the days of the line-of-battle ships, frigates, corvettes, etc., with their tall, raking spars. Military masts do not yield the same opposition.

All these bits of bunting have a practical use. Nothing is ever kept on board a man-of-war without there being a special reason for it. The number of pennants, flags, ensigns, etc., that an American naval vessel carries runs into the hundreds. She must be provided for domestic and international signaling with every nation in the world, with all the bunting needed not only for every-day duty, but for every emergency that is likely to occur. The United States Navy has the custody of all the flags and banners on board a man-of-war, and it is to him that his commanding officer looks for the good conduct of his flag.

The largest flag used by the American navy is 36 feet long by 10 feet high—this latter very expressive word meaning the width of the flag. It is a flag of pennants, and is known as the "union" is 14 feet by 10.2 feet. This flag flies only in fine weather and is the banner which holds the place of honor over all other national flags in her outfit. Especially is it flown on Muster Sunday, when, if the weather is fine, the ship is expected to be in her best trim. When it rains, or snows, or blows "half a gale" or a smaller flag is flown. Ensign, No. 2, is 27 1/2 feet by 14 1/2 feet, and the union is 10 1/2 by 7 1/2. Numbers 3, 4, and 5 are still smaller, the latter being the storm flag. It measures only 9 1/2 feet by 5 1/2 feet, and the union is 3 1/2 feet by 2 1/2. It flies in wind and rain or sleet, and endures all the rough weather that the ship it floats over chances to encounter.

Number 6, which is the smallest ensign in common use, is the boat flag; this measures 5 1/2 feet by 2 1/2 feet, and its union is 2 1/2 feet by 1 1/2 feet. When there is a man-of-war in the harbor this is the flag seen floating over the rig, or steam cutter, taking the officers ashore, or carrying battalions of fair weather to the post office, or the New York, Philadelphia, San Francisco, Baltimore, or Charleston, as the case may be.

The United States Navy does not manufacture its own bunting, but buys the cloth and makes it up into ensigns, pennants, and flags at what is called the Brooklyn Navy Yard. The bunting is thoroughly tested for color by well-established methods, and the tensile strength tried by special machinery, before it is put into service. The quality, some ensigns wear much better than others, although exposed to no harder usage. One cardinal rule of navy discipline is never to let ensigns be soiled, or soiled or torn or discovered in the ship's dress. Jack "squats" on deck and dries away at his sweethearts' finery as deftly as any housewife under heaven.

As the ensign declares the nationality of the ship it floats over, it is displayed in the harbor, but never at sea, except, of course, upon the approach of a man-of-war of our own or a foreign navy. It flies either from the peak, or the staff on the aftermost, or from a flagstaff at anchor. It is hoisted every seven days at 8 o'clock with befitting ceremonies. If the vessel is a flag ship the land yards, the marmes' music of bugle and drum is sounded, and everybody faces aft and uncovers in honor of the Stars and Stripes. This is undoubtedly the prettiest ceremony on board a man-of-war. The mode of the hoisting of the ensign is the "Star Spangled Banner" at the lowering, which takes place at sunset, it is "Hail Columbia." When at anchor and in first-class trim, no duty was being done, the ensign is hoisted on a flagstaff at the bow which is commonly known as the Union Jack, which is nothing more than the stary blue field, but a ship never carries this under way.

The pennant is the personal flag of the ship's commanding officer, indicating his rank. The pennant of an officer below the rank of commodore is a blue pennant with a white "V" on it. It is a long narrow, triangular banner, made up of a solid blue field with thirteen white stars, ending in a white point, which is the pennant which United States naval vessels sometimes come into this harbor. It is 300 feet long, and is hoisted on a mast and riding the water on a blade, so as not to trail in the sea. The etiquette of the pennant is as rigid as any right of precedence at court, and ever an officer superior in rank to the commanding officer boards a man-of-war down comes the captain's pennant and up goes the visitor's in its place. It remains until the ranking officer takes his leave.

If there are several officers of the same rank in port with their ships, the rank in rank red and the junior white. The commodore's pennant is known as the "swallow tail" (a nickname which the sailors give it) and has one white star. It is in common use as the house flag of yachts and clubs.

The rear admiral's pennant is of the same shape, but with two stars. The Secretary of the Navy's flag has a blue field with two white crossed anchors, and the Assistant Secretary of the Navy's is the same with the colors reversed. The pennants of night and day in all weathers—the night pennant, which goes up at sunset, being the same as the one used during the day, except that it is somewhat smaller. There used to be pennants for the rank of admiral and vice admiral, but as these grades no longer exist in our navy the flags are one of use. All these banners give way before the President's flag, the Stars and Stripes afloat at the main.

When a man-of-war is on a foreign station, and special honors are tendered to the power which governs the vessel, the ship is dressed in what the sailor calls the "rainbow," which is a continuous line of flags extending over all the masts, and sending to the water's edge at bow and stern. The Stars and Stripes float from each masthead, except the main, where the ship displays the flag of the country to which it is intended to show respect.

When a new commanding officer takes charge of a ship, if the vessel has been out of commission, the commanding officer is met by the ship's crew, and the new pennant is hoisted. The entire crew is mustered on deck, there is music, the executive officer of the ship gives the order, "Hoist the ensign, break the pennant," the Stars and Stripes float aloft, and the pennant rises, the latter never to come down until the commanding officer ceases to command the ship. If he dies at sea his flag is half-masted, as the body is dropped into the waves, and a salute of as many minute guns as the deceased officer was entitled to in life is given. If the vessel forms part of a fleet, division or squadron, the stripes is done by the flag ship. As the last gun is fired, the personal flag of the dead officer is hauled down. When a commander dies in port his pennant is half-masted, and a salute of as many minute guns as he is entitled to is given. The funeral services are held, when the body is

sent ashore all the men-of-war present half-mast their flags. All the details of a "Man-of-War's Dress" are fixed matters of record—that is, as to what articles and sizes of uniforms, but whenever a new State is added by Congress to the sisterhood, the Secretary of the Navy—and, for that matter, the Secretary of War—is compelled to make a rearrangement of the "uniform."

Here is the official description of the nation's flag: "Ensigns shall have thirteen horizontal stripes of equal breadth, alternating red and white, beginning with the red. In the upper quarter, next to the head of the ensign, is the union, composed of a number of white stars equal to the number of States, on a blue field, four-tenths the entire length of the ensign, extending as far down as the lower edge of the whole field or hoist of the ensign shall be ten-ninths of its whole length or fly.

Union Jacks shall be the same in dimensions and have the same number of stars as the union of the ensign. "To comply with the provisions of Section 1792 of the Revised Statutes of the United States, the union of the National ensign and the Union Jack used by the navy, service shall, after July 4, 1896, consist of forty-five stars